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# TECHNICAL NOTE

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Bureau of Land Management U.S. DEPARTMENT OF THE INTERIOR

## CHEVROLET VEHICLES, September 1969

### 1. Overheating of 250 and 292 cu. in. Chevrolet engines.

The 250 cu. in. and 292 cu. in. engines which are standard in the 1968 and 1969 Chevrolet trucks (Classes 150 through 199) have been encountering overheating problems. The service manager at Chevrolet's Portland Zone Office does not have a solution to this problem. However, they have suggested that we try the following things to correct the problem:

- A. Maintain the coolant level down approximately 4 in. below the top of the radiator filler spout (per instructions in the Chevrolet operator guide).
- B. The factory installed thermostat is 195° F. type. The placement of this thermostat with 180° F. is suggested.
- C. The factory installed radiator cap has a 13 - 15 PSI. rating. Replacement of this cap with a 17 PSI. is recommended.

Any one of these three items, by itself, may solve the overheating problem. If any one is not successful, try them in combination. If these suggestions do not affect an acceptable correction, please contact the Equipment Specialist.

### 2. Chevrolet noise suppression device.

The metal strap which attaches the noise suppression condenser to the alternator on the 1968 and 1969 Chevrolet vehicles has a high failure ratio. The strap fails and it allows the condenser to swing freely, held only by the wires attached to each end. The free swinging condenser can short out when it comes in contact with the metal interior of the engine compartment. This can result in extensive damage to the alternator and voltage regulator.

To date, nearly all damage caused by the noise suppression condenser failures have been covered by warranty. However, on many vehicles the warranty period is drawing to a close. Since Chevrolet does not have a factory fix for this problem it is necessary to apply a solution being used by other agencies on this problem as follows:



Before the metal attachment strap fails, wrap the entire condenser and a short section on each of the wires attaching to the ends with electrician's tape. This insulation will protect the electrical system from shorts if the strap should break and the condenser comes in contact with the metal interior of the engine compartment.